WIDE ESTIMATING.

I ENCLOSE a list of the tenders sent in for the additions to the schools at Aldershot, belonging to the Farnham Union, and advertised in THE BUILDER; Mr. Young, architect. Each party took his own quantities, and I, being engaged in the business, had an opportunity of ascertaining the inefficient manner in which this office was performed: many went into the business who either did not understand the practice of measuring, or were reckless of the consequences.

	T. E. K.
Stewart, Farnham	£2,647 0 0
Patrick and Shedborough, ditto	2,625 0 0
Pearcey and Co., ditto	2,494 0 0
Patman, Kingston	2,481 0 0
Gover, Winchester	2,397 0 0
Odes, Egham	2,370 0 0
Loe, Guildford	2,362 10 0
Poland and Simmonds, ditto	2,339 0 0
Williams, Stoke, near Guildford	2,198 0 0
Goddard, Farnham	2,048 0 0
Mason, Farnham (accepted)	1,997 0 0
Goff, Guildford	1,870 0 0
Ellis, ditto	1,801 0 0
Mansell, ditto	1,559 0 0

Books.

The Eastern Counties Railway Illustrated Guide. London: Printed by James Truscott, Nelson-square. 1851.

"THE Exhibition" has "put out" everything else, it is said,—just as the rising sun does so many farthing rush-lights. Wonder arrests the natural course of the mental faculties, and even the object of wonder itself for a time may fail to obtain any very discriminative criticism in detail. But, however much absorbed all minor exhibitions and amusements, or other objects of public interest, may be, in the meantime, in contemplation of the one grand idea, there is one source of amusement and instruction which this idea has not quite absorbed or arrested, namely, the press—the "teeming press." As the one great exponent of the Exhibition itself, the press has a busy time of it—only, however, as an exponent: all its extra efforts have some distinguished relationship to the central source of concentration, and, as in the present instance, of radiation also. Trips out of town to recruit the exhausted curiosity of the sight-seeing sojourners in the metropolis, will, no doubt, soon form a leading feature of the great gathering. The tide of Continental humanity has not yet reached our shores, but is on the way.* And few trips will prove more attractive to foreigners as well as natives than those along the Eastern Counties line, especially with so right-pleasant an addition to the sketch-book as "The Eastern Counties Guide,"—itself a sketch-book of no mean pretension, no less than a lively companion, full of local anecdote and topographic lore.

"In common with so many other projects of which 1851 is the fruitful parent," says the Introduction, "the idea of this little publication is suggested by the Exhibition. It is hoped incidentally to render it an auxiliary to that great gathering, by familiarising some few thousands then visiting London for the first time with the leading features of a most interesting and important district of England,—particularly those from abroad, and, still more especially, foreigners approaching our metropolis by the new route between the Suffolk coast and the north of Europe. Eschewing any pretensions to originality of view or novelty of treatment, the main design has been so to popularise the ordinary topographical data as, with the assistance of the engraver, to afford the hasty reader a more truthful and effective reflex of the scene traversed than has been yet attempted in respect to any other railway. The price, it will be observed, is such as to render it a very slight pecuniary addition even to the most economic excursionist trip; and it is hoped that its contents, nearly equivalent to a volume of a novel, may reconcile the purchaser to the outlay when its immediate purposes in connection with the journey have been accomplished."

Perhaps some may be surprised to know that, notwithstanding the early casualties which gave the Eastern Counties line so unenviable a notoriety, a Parliamentary return dated Feb. 6, 1851, made to the Commissioners of Railways, for the half year ending June 30, 1850, shows that though 1,537,868 passengers were conveyed over 1,185,626 miles of railway on the Eastern Counties line, not a single passenger was killed from causes depending upon the company or its management: the same remark holds good during nearly the last five years, no passenger having been deprived of life, except by his own neglect or incaution, since July, 1846. There is no other railway in the kingdom, of one quarter the length of the Eastern Counties, that can tell the like tale. The company owe much in this and other respects to their Secretary, Mr. Roney.

The other statistical details of this line show that the company "has spent in the formation of its various lines the really gigantic capital of 12,998,207*l.* 2s. 2d., and that it possesses 326 miles of railroad, over which 1,734,390 persons were carried in the six months ending January 4th, 1851. The classification and revenue arising from this one and three-fourths of a million of passengers were as follow:—

	Number.	£	s.	d.
1st Class Passengers	226,714	63,396	9	5
2nd Class Passengers	801,541	83,733	19	1
3rd Class Passengers	706,135	54,360	10	8

Giving a total amount of 201,480*l.* 19s. 2d.; in addition to which the company received for the carriage of parcels 15,392*l.* 12s. 6d.; goods, including coals, &c., 140,172*l.* 15s.; cattle, 19,818*l.* 14s. 5d.; mails, 8,591*l.* 14s. 1d. Forming, with other minor sources, a revenue of 400,552*l.* for half a year, or an annual income of upwards of 800,000*l.*—an income much larger than that of many a continental state. This was accompanied by an expenditure of 225,347*l.* 17s., distributed as follows: locomotive expenses, 82,587*l.* 13s. 4d.; maintenance of way, 34,871*l.* 5s. 3d.; miscellaneous working expenses, 86,461*l.* 1s. 8d.; rates and taxes, 12,869*l.* 7s. 7d.; Government duty, 8,558*l.* 9s. 2d.; total, 225,347*l.* 17s.; leaving a profit of 175,204*l.* 6s. 11d. on the half-year's work; which balance, nevertheless, was only sufficient to yield a very small dividend available to the original shareholders; but the prospect of a better result is encouraging."

The book is very pleasantly written, very fully illustrated, and very well got up.

A map of the line would have been a useful addition.

The Exposition of 1851; or views of the Industry, the Science, and the Government of England. By CHARLES BABBAGE, Esq., Corresponding Member of the Academy of Moral Sciences of the Institute of France. Murray, Albemarle-street, 1851.

THIS is rather a curious and remarkable volume. A good deal of it does refer to the International Exhibition,—to a review of the progress towards its realization, and strictures as to various points connected with it; but probably the main motive to its production may be traced in such an announcement as the following:—

"England has invited the judgment of the world upon its *arts* and its *industry*: science appeals to the same tribunal against its *ingratitude* and its *injustice*."

The most prominent feature in its details, accordingly, consists in an unsparing exposure by the author of an alleged determination of certain men of science to "put him down," a determination certainly of a most hateful description, if Mr. Babbage be not mistaken in the view he takes, and he appears to rest on declared intentions rather than on inferences or suspicions—except as to consequences. To this determination the author attributes the indisposition of the Government to continue the means afforded to enable him to finish the celebrated calculating engines, as to which Mr. Babbage declares that he personally reaped not one penny of advantage, the funds advanced having been solely for behoof of the workmen employed and paid to them. Having ourselves not long ago asked what had become of Mr. Babbage's calculating machines, we may regard the following passage as the inventor's own answer, and quote it accordingly:—

"The state of the difference engine at the time it was abandoned by the Government (in 1842, it is said), was as follows:—A considerable portion of it had been made, a part (about sixteen figures) was put together; and the drawings, the whole of which are now in the Museum of King's College at Somerset-house, were far advanced. Upon this engine the Government expended about 17,000*l.* The drawings of the analytical engine have been made entirely at *my own cost*."

Mr. Babbage here gives an interesting description of these machines. Might not the public have taken an increased and hopeful interest in them if they had been sent to the Great Exhibition?

Besides "Intrigues of Science," and "Calculating Engines," the author enters into various other disquisitions as to "The Position of Science," "The Press," "Party," and Rewards of Merit." On the last of these points he treats of the moot question of "an order of merit." The only further quotation which our present limits will enable us to give, however, relates to the subject of limited partnerships in connection with patent rights and the "ulterior objects" of the International Exhibition. Referring, in the first place, to the law of patents itself as a question for discussion, the author proceeds to say—

"We have another law—that of partnership—which presents greater obstacles to the advance of the mechanical arts than even the defective state of the patent law. In England, whoever enters into a partnership, however small a share of the profits he is to receive, yet his whole fortune becomes responsible for any losses. In most other countries there are a class of partnerships called anonymous, or *en commandite*, in which persons willing to risk only a limited sum are entirely relieved of all further responsibility.

The effect of our English system is highly unfavourable to inventors. It prevents in all but a few cases a small capital from being raised by the joint contributions of persons more immediately acquainted with the character and prospects of the inventor, and who are in that respect best fitted to measure the chance of his success.

A far greater impediment, however, arises from its entirely preventing a considerable quantity of capital from being directed to inventions. Its operation may be thus explained.

There exist in this country a great number of persons of manufacturing and commercial habits, whose knowledge of men is considerable, and whose judgment of the capabilities of a proposed scheme or invention, is cautious and judicious.

Persons of this description often possess capital, or such credit as easily to command its use. If partnerships could be entered into, in which the liability was limited, many persons so circumstanced would naturally use their skill and knowledge in selecting a certain number of schemes, in each of which they would embark a small sum. By thus spreading the risks over an extensive field, the profits to the capitalist would be much more certain; whilst many an excellent invention now lost for want of capital to carry it out, would thus enrich its inventor and benefit the country."

The subject of partnerships *en commandite*, it is to be hoped, will shortly meet with that attention from the Legislature and the Government which has been already almost promised on the part of the latter, in connection with a thorough revision of the patent-laws.

HOLLOWAY NEW RAGGED SCHOOLS.—This building is now completed and opened. The cost, we believe, has been about 1,000*l.* The building is in the Elizabethan style, with open timber roofing, and is calculated to accommodate about 500 children, with offices for master and mistress. It is from a design by Mr. James Harrison, of Moorgate-street, architect, who presented the plan, and superintended the erection gratuitously.

* That it is so can scarcely, we think, be doubted on perusal of the following news from Paris, though in itself without apparent reference to the ultimate destination of the multitude:—"Never was Paris so full as at this moment. Specimens of every race and nation are to be met with in our promenades. Costumes of all countries meet the eye in every direction, and from the boxes at the opera may be seen the strange uncouth attire we have been accustomed to behold upon the stage alone. The Pacha of Roumelia, with his gold embroidered caftan, the Hospodar of Moldavia with his scarlet hood, Spanish ladies with their veils and fans, may all be seen gathered there, whilst the greatest lion of all, the Waywode of the gipsies of Courlande—his head encircled by pearls of great price, and massive gold chains suspended from his neck, while his form is enveloped in tattered blue serge, and his feet encased in thick wooden shoes, may be seen at four o'clock promenading down the Champs Elysées with as much gravity and self-possession as though pacing the streets of Mittau, or traversing the bleak plains of his native land." Here is a new exhibition which we may in turn hope soon to see; for assuredly our great metropolis has absorbed nearly all evidence of it, as yet, amongst her own less showy multitudes.

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